



PATENT SPECIFICATION

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PROVISIONAL SPECIFICATION.

Improvements in Vehicle Bodies having Sliding Tops.

I, Sir HERBERT AUSTIN, K.B.E., of Lickey Grange, Bromsgrove, in the County of Worcester, a subject of the King of Great Britain, do hereby declare the nature of this invention to be as follows:—

This invention relates to motor vehicle bodies of the type in which the rearward part of the roof is fixed and the forward portion slidable rearward so as to leave a forward opening when desired, and has for its object to provide an improved construction thereof.

According to this invention, the forward or sliding part of the roof is mounted to slide in longitudinal guides which normally lie in the line of the longitudinal edge of the front opening, but which are capable of being raised above the level of the vehicle top, or their rear ends so raised, whereby, when the sliding part of the roof is slid back, it goes over the rearward or fixed part of the roof. The guides, when the sliding part is forward, preferably have their rear ends housed in longitudinal slots formed in from the upper surface of the rearward or fixed part of the roof and they are raised from such grooves preparatory to the sliding part being slid back.

In one convenient embodiment, the guides are pivoted at their forward ends and their rear portions are raised by links, one on each side of the roof, pivoted in relation thereto and extending upward,

their upper ends having pins to engage in horizontal slots in the guides, preferably at about the mid point of the length thereof. In order to operate the links from the front of the vehicle they may be coupled by pivoted rods to levers depending from the roof near the forward end thereof.

In another embodiment the guides may be jointed at about the line of the front of the fixed portion, and the sliding member may, when slid back, remain in engagement with the rear ends of the front portions of the guides so as to give a lead back on the return movement. The sliding roof portion may engage with the guides by laterally projecting pins, two at the front end and two at the rear, and these may be fitted with rollers if desired.

In either case the sliding part may be covered with suitable fabric which may overlap the sides of the movable portion and extend over drainage channels let into the roof around the opening at the front part thereof. The fabric may be provided with a bead on its under surface running round near the edges and depending into the channels when the front is closed forward.

Dated this 11th day of October, 1929.

STEPHEN WATKINS, SON & GROVES,

Chartered Patent Agents,
Metropolitan Chambers, Wolverhampton,
Agents for the Applicant.

COMPLETE SPECIFICATION.

Improvements in Vehicle Bodies having Sliding Tops.

I, Sir HERBERT AUSTIN, K.B.E., of Lickey Grange, Bromsgrove, in the County of Worcester, a subject of the King of Great Britain, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to motor vehicle bodies of the type in which the rearward part of the roof is fixed and the forward portion slidable rearward so as to leave a

forward opening when desired, and has for its object to provide an improved construction thereof.

According to this invention, the forward or sliding panel of the roof is mounted to slide in longitudinal guides which normally lie in the line of the longitudinal edge of the front opening, but which are capable of being raised above the level of the vehicle top, or their rear ends so raised, whereby, when the sliding panel of the roof is slid back, it goes over the rear-

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ward or fixed part of the roof. The guides, when the sliding panel is forward, preferably have their rear ends housed in longitudinal grooves or slots formed in from the upper surface of the rearward or fixed part of the roof and they are raised from such grooves preparatory to the sliding panel being slid back.

In order that the invention may be clearly understood a convenient embodiment thereof is described with reference to the drawings herewith, in which,

Figure 1 is a longitudinal section of a vehicle roof constructed according to this invention, and showing the roof entirely closed.

Figure 2 is a view corresponding to Figure 1 but showing the front portion of the roof partly open.

Figure 3 is a view corresponding to Figure 1 but showing the front part of the roof fully open.

Figure 4 is a plan view of the roof but with the moving panel omitted.

Figure 5 is a view in plan of the frame of the movable panel, the cover portion being omitted to show the slides more clearly.

Figure 6 is a fragmentary sectional view to an enlarged scale, the section being taken on line 6, 6, of Figure 1.

Figure 7 is a fragmentary sectional view also to an enlarged scale, the section being taken on the line 7, 7, of Figure 3, and looking in the direction of the arrow of that Figure; and

Figure 8 is a detail view to an enlarged scale to show one of the levers by which the respective guide is raised.

In these drawings, A is the fixed roof of the vehicle having a relatively large opening B at the front portion thereof. Lying normally against the inner longitudinal edges of the recess B are longitudinal channel guides C with their open sides presented towards the mid plane of the vehicle. Each guide C is pivoted at c to the forward end of the respective edge of the opening B, and each lies at its rear end in a slot a formed in from the top of the rear portion of the fixed part of the roof A. D is the movable panel of the roof having relatively long slides d at the rearward ends of its side edges and rollers e at the forward ends, each to engage in the channel guides C. The panel D is constituted by a wooden frame f covered by suitable material g. Near each edge of the material g and on its under side is a bead h extending downwardly into a channel or groove k cut in the upper surface of the roof at the respective side, so that water from the panel may be drained away.

Each channel guide C is jointed at j

and to the back face of each guide and rearwards of the joint is fixed a plate E (see Figure 7) having a horizontal slot m (see especially Figure 8), with which engages a stud n on a lever H pivoted at p to the fixed part of the roof. This lever is extended downward and is connected at its lower end by a link J with an operating handle M at the front of the vehicle. The respective link J on the other side of the roof may connect to a short lever arm on a spindle rigid with the handle M, so that the latter may operate the levers H of both sides of the roof simultaneously.

Normally, that is to say when the roof is closed, the long guide d at each side lies over the joint j and keeps the respective guide C rigid. When it is required to open the roof, the handle M is moved to the rear, rocking the levers H which by their studs n raise the two guides C turning them up about their pivot centres c until they are lifted clear of the slots a. The movable roof portion D can then be slid back in the guides C until it comes over the rear part of the fixed roof as shown in Figure 3. As soon as the centre of gravity of the panel D has passed the rear edge of the opening B the guides C will turn down to allow the movable portion to rest evenly on the roof A.

In lieu of the levers H, links may be employed pivoted to the fixed roof at their lower ends and carrying the studs n at their upper ends. In such case the links J may connect directly to the studs, or the links J can be dispensed with. In this latter case the links which replace the levers H may be provided with handles to operate them.

Having now particularly described and ascertained the nature of my said invention, and in what manner the same is to be performed, I declare that what I claim is:—

1. A vehicle having a fixed roof with a relatively large opening near its forward end, closed by a rearwardly slidable panel, characterised in that the said panel is adapted to slide in guides which normally lie in the lines of the edges of the opening but are adapted to be raised up to allow the said panel to go back over the fixed rear portion of the roof.

2. A vehicle roof as in claim 1, further characterised in that the said guides are pivoted at their forward ends in relation to the fixed part of the roof.

3. A vehicle roof as in claim 1 or in claim 2, further characterised in that the rear ends of the guides normally lie in grooves formed in the upper surface of the rear portion of the fixed roof, and are lifted out from such grooves preparatory to sliding the panel back.

4. A vehicle roof as in any of the preceding claims, further characterised in that each guide is jointed so that when the panel is moved fully back, it may lie
5 evenly on the rear portion of the fixed roof.

5. A vehicle body roof as in claim 4, further characterised in that the said panel has, at each side, a slide adapted,
10 when the panel is forward, to lie over the joint to keep the parts of the guide rigid with each other.

6. A vehicle body roof as in claim 2,
15 further characterised in that each guide is raised through the medium of a lever or link pivoted to the fixed roof and

having a stud adapted to engage in a longitudinal slot of the respective guide, said lever or link being provided with an operating handle or being operatively
20 coupled to a suitable handle situated preferably near the front of the vehicle.

7. A vehicle body roof constructed and arranged to be operated substantially as described with reference to the drawings
25 herewith.

Dated this 25th day of July, 1930.

STEPHEN WATKINS, SON &
GROVES,

Chartered Patent Agents,
Metropolitan Chambers, Wolverhampton,
Agents for the Applicant.

[This Drawing is a reproduction of the Original on a reduced scale.]

